



An E-Update

Prepared by Organizational Results
Missouri Department of Transportation

January 2006

Volume 1, Issue 2

New Tool Adds Economic Impact to Planning Mix

How many jobs will a new four-lane highway create in a community? Until recently, MoDOT couldn't really say for sure. With the department's emphasis on leveraging transportation to advance economic development, the links between these two areas need to be understood. In response, Organizational Results developed a partnership between MoDOT and the Missouri Department of Economic Development (DED) to conduct economic analyses of the state's transportation investments. DED has agreed to run twenty projects, corridors or program expenditures per year through the REMI Inc. economic model. The model provides estimates of the state's return on investment in terms of jobs created, increases in wages and personal income, and the return to the state in form of gross state product.

Findings from these analyses demonstrate that transportation provides a variety of substantial and positive benefits to the state. As MoDOT's relationship matures with DED, information from the REMI model will be used in our planning process and project prioritization, as a communication tool to demonstrate the importance of transportation to the state, and in our federally required environmental reporting. See what the REMI had to say about our State Transportation Improvement Plan. [REMI Samples](#)

Strategic Research Vision Finalized

Organizational Results staff recently put the finishing touches on the MoDOT Strategic Research Vision. This critical, over-arching guide will help us further define our research program in the coming years. Organizational Results managers will work closely with department managers and other transportation experts to identify specific research ideas, within each of the ten focus areas. These ideas will be targeted to close performance gaps that will have the greatest impact on our organization. Collaborative partnerships with the Missouri Transportation Institute and others will enable us to transform these research ideas into full research projects carried out by the best, most qualified researchers. Want to learn more? [Strategic Research Vision](#)

Partnering Teams Report Progress; Second Round Planned

The first partnering session last August generated more than 120 ideas on how to deliver projects better, faster and cheaper. Those ideas were the catalyst for four improvement teams looking at earlier completion of projects, alternate methods of project delivery, best practices and employee recruitment and retention. Lead by MoDOT managers, teams of our external partners have been meeting since October to consider these weighty issues. Several of the teams have completed their work and submitted a list of actionable items to department leadership. With this first round of teams expected to conclude in the coming months, plans have already begun to plan the next partnering session in April. This spring's topic has yet to be chosen. Watch our web site for the Partnering for Innovative Efficiencies Newsletter next month!

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Comparative Measures Set for Project Delivery

Most of us like to know how we stack up with those around us. You may compare your lawn to the neighbor's, your career to your siblings' or even your work to your co-workers. DOT leaders have more than a curiosity about how they compare to other states. It's about improving business processes through best practices and innovation. A subcommittee of AASHTO's Standing Committee on Quality has been working on a prototype for comparing states' on-time and on-budget performance of construction contracts. The seven-state group chose construction contracts for the prototype because most transportation agencies define the construction phase of project delivery in similar terms and already collect good data on costs and schedules. The prototype is built around AASHTO's TRNS*PORT software suite, which is a comprehensive construction contract management tool used by many DOTs. The group's final report is complete and awaiting final approval by the National Cooperative Highway Research Program, which provided funding for the study. Organizational Results Director Mara Campbell is the subcommittee chair. Other states participating include Delaware, Florida, New Mexico, Ohio, Virginia and Washington State.

Missouri to Host Cable Stay Bridge Conference

MoDOT will be the host state when transportation professionals from around the world meet in St. Louis April 25-27. The 2006 Wind Induced Vibrations of Cable Stay Bridges Workshop will offer the latest research in vibration sources, methods to improve existing structures and new bridge designs. Missouri has three cable stay bridges at Alton, Quincy and Cape Girardeau on the state highway system. Organizational Results and the Bridge Division are coordinating the event. Sound interesting? [Workshop Registration](#)

LRFD to Produce Safer, More Economical Earth Slope Designs

Thanks to a recent study completed by University of Missouri-Columbia, department designers will soon begin the process of learning a new procedure to design earth slopes. Load and Resistance Factor Design (LRFD) should produce more reliable earth slope designs across a broad range of design cases. Once fully implemented LRFD is expected to save millions of dollars each year. The switch from Allowable Stress Designs (ASD) will take about two years to complete. The full LRFD research report is just a click away. [Procedures for LRFD Earth Slope Designs](#)

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